

USCG Sector Delaware Bay / COTP Philadelphia
HURRICANE CONTINGENCY PLAN

APPENDIX 1 TO SECTION 1200

MINIMUM RECOMMENDED PRECAUTIONARY MEASURES FOR SHIPS

Applies to vessels:

Moored

Anchored

- | | | |
|---|---|---------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------|
| X | | 1. Mooring lines doubled up with due consideration given to the effects of predicted storm surge. |
| X | X | 2. At least one (1) pilot ladder is rigged on each side of the vessel. |
| X | | 3. Outboard anchor rigged at short stay. |
| X | X | 4. Spare mooring lines and/or wires should be readily available on deck forward and aft. |
| X | X | 5. All side ports, hatches, portholes, and other openings are closed and secured. |
| | X | 6. Vessel machinery plant should be on immediate standby. |
| X | X | 7. Bilge pumps and manifolds are ready for immediate use. |
| X | X | 8. All fire fighting equipment is ready for immediate use. |
| X | X | 9. Sufficient number of officers and crew on board to tend mooring lines, and/or get underway. |
| X | X | 10. At least one (1) fire warp is rigged on the bow and another on the stern. In order to expedite the establishment of an emergency tow, a portion of each fire warp should be draped overboard and allowed to hang no more than six (6) feet above the waterline. |
| X | X | 11. Vessel ballasted to ensure maximum safety. |
| X | | 12. A gangway, or other suitable means of accessing the vessel from the pier, is rigged. |
| X | X | 13. A continuous radio watch should be maintained on Channel 16 VHF-FM (156.8 MHz) by a person who speaks fluent English. |
| | X | 14. At least two (2) anchors should be set. |

USCG Sector Delaware Bay / COTP Philadelphia
HURRICANE CONTINGENCY PLAN

APPENDIX 2 TO SECTION 1200

MINIMUM RECOMMENDED PRECAUTIONARY MEASURES FOR BARGES

Applies to vessels:

Moored

Anchored

- | | | |
|----------|----------|--------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------|
| | X | 1. All available anchors are deployed. |
| X | | 2. Mooring lines doubled up with due consideration given to the effects of predicted storm surge. Special attention should be paid to barges moored in the proximity of bridges. |
| X | | 3. Sufficient personnel are available ashore to respond to emergencies. NOTE: In no way should this recommendation be understood as the COTP advocating personnel being placed in life threatening situations. |
| X | X | 4. All hatches, portholes and other opening are closed and secured. |
| X | X | 5. Fire fighting equipment is available and ready for immediate use. |
| X | X | 6. At least one (1) fire warp is rigged on the bow and another on the stern. In order to expedite the establishment of an emergency tow, a portion of each fire warp should be draped overboard and allowed to hang no more than six (6) feet above the waterline. |
| X | X | 7. Spare mooring lines and/or wires should be readily available. |
| X | X | 8. Barge ballasted to ensure maximum safety. |
| X | | 9. A gangway, or other suitable means of accessing the vessel from the pier, is rigged. |
| X | X | 10. Bilge pumps are operational. |
| X | X | 11. At least one (1) pilot ladder is rigged on each side of the vessel. |

USCG Sector Delaware Bay / COTP Philadelphia
HURRICANE CONTINGENCY PLAN

APPENDIX 3 TO SECTION 1200

Storm Preparedness Planning for Oceangoing Vessels
"REMAINING IN PORT CHECKLIST"

The person in charge of the vessel must submit in writing a mooring plan for approval by the Captain of the Port (COTP).

Vessels remaining in port must have their decks clear of missile hazards, potential pollution hazards, and flammable materials. All persons in charge must ensure that hatches are secured for heavy weather. The following information must be included in the mooring plan submission.

Vessel information

1. Name, call sign, and official number of vessel.
2. Nationality of the vessel.
3. Name of the master.
4. Name, address, and phone number of the agent, charterer or operator, and owner.
5. Reason why the vessel is not leaving port.
6. Provide full vessel characteristics that would be needed to effect salvage.
7. Provide a full stowage plan and manifest to determine particular cargo and pollution hazards.
8. Provide 24 hour contact and information on qualified individuals who have been empowered in writing by the owners to make on-site decisions and authorize expenditures for any required pollution response or salvage.
9. Provide full insurance disclosure to the Captain of the Port, and if moored to a facility, to the facility.
10. Vessel particulars as applicable (length, breadth, draft, air draft, gross tonnage, hull type, horsepower, single or twin screw).
11. Number of personnel to remain on the vessel and their qualifications.
12. Amount of ballast the vessel may hold.
13. Amount of bunkers, lube oil, and diesel oil on board.
14. Estimated draft with the vessel in ballast.
15. Name of berth and location.
16. Depth of water in the vessel's berth at mean low water.
17. Availability of vessel's main propulsion.
18. Describe how the vessel will be secured to the berth. Submit a diagram showing the mooring arrangements with the size, length and lead of mooring lines or wire.
19. Operational status of machinery on board (i.e., engines, generators, fire fighting pumps, bilge pumps, anchors and number of anchors, and mooring machinery, etc).
20. Any unusual conditions affecting the vessel's seaworthiness.

USCG Sector Delaware Bay / COTP Philadelphia
HURRICANE CONTINGENCY PLAN

APPENDIX 3 TO SECTION 1200

Storm Preparedness Planning for Oceangoing Barges with Tugs
"REMAINING IN PORT CHECKLIST"

The person in charge of the barge and assist tug(s) must submit in writing a mooring plan for approval by the Captain of the Port (COTP).

Tugs and barges remaining in port must have their decks clear of missile hazards, potential pollution hazards, and flammable materials. All persons in charge must ensure that hatches are secured for heavy weather. The following information must be included in the mooring plan submission.

Vessel information

1. Name, call sign, and official number of tug and barge(s).
2. Nationality of the tug and barge(s).
3. Name of the master of the tug.
4. Name, address, and phone number of the owner/operator, charterer, and/or agent.
5. Reason why the tug and barge are remaining in port.
6. Provide full barge and tug characteristics that would be needed to effect salvage.
7. Provide a full stowage plan and manifest to determine particular cargo and pollution hazards.
8. Provide 24 hour contact and information on qualified individuals who have been empowered in writing by the owners to make on-site decisions and authorize expenditures for any required pollution response or salvage.
9. Provide full insurance disclosure to the Captain of the Port, and if moored to a facility, to the facility.
10. Tug and barge(s) particulars as applicable (length, breadth, draft, air draft, gross tonnage, hull type, horsepower, single or twin screw).
11. Ballast capabilities.
12. Will the tug be tending the barge(s) while in port?
13. Number and rating of personnel to remain on tug and barge(s).
14. Amount of lube oil and diesel oil on board the tug and barge(s).
15. Name of berth and location.
16. Describe how the vessel will be secured to the berth. Submit a diagram showing the mooring arrangements with the size, length and lead of mooring lines or wire.
17. Operational status of machinery on board the tug and barge(s) (i.e., engines, generators, fire fighting pumps, bilge pumps, anchors and number of anchors, and mooring machinery, etc).
18. Any unusual conditions affecting the tug's or barge(s)' seaworthiness.